

Maryland Historical Trust

Maryland Inventory of Historic Properties number: WI-223

Name: WARREN RD. OVER STAFFEWS DITCH. (US 15)
175151.

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u>X</u>	Eligibility Not Recommended _____
Criteria: <u>A</u> <u>B</u> <u>X</u> <u>C</u> <u>D</u> Considerations: <u>A</u> <u>B</u> <u>C</u> <u>D</u> <u>E</u> <u>F</u> <u>G</u> <u>None</u>	
Comments: _____ _____ _____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

Maryland Inventory Of Historic Bridges
Historic Bridge Inventory
Maryland State Highway Administration/
Maryland Historical Trust

MHT No. WI-223

SHA Bridge No. WI2621

Bridge Name Warren Road over Campbell's Ditch

LOCATION:

Street/Road name and number [facility carried] Warren Road over Campbell's Ditch

City/town Pittsville Vicinity X

County Wicomico

This bridge projects over: Road Railway Water X Land

Ownership: State County X Municipal Other

HISTORIC STATUS:

Is bridge located within a designated historic district? Yes No X

National Register-listed district National Register-determined-eligible district

Locally-designated district Other

Name of district

BRIDGE TYPE:

Timber Bridge X

Beam Bridge X Truss -Covered Trestle Timber-And-Concrete

Stone Arch Bridge

Metal Truss Bridge

Movable Bridge

Swing Bascule Single Leaf Bascule Multiple Leaf

Vertical Lift Retractable Pontoon

Metal Girder

Rolled Girder Rolled Girder Concrete Encased

Plate Girder Plate Girder Concrete Encased

Metal Suspension

Metal Arch

Metal Cantilever

Concrete _____
 Concrete Arch _____ Concrete Slab _____ Concrete Beam _____ Rigid Frame _____

Other _____ Type Name _____

DESCRIPTION:

Describe Setting [briefly]:

Bridge WI2621 is on a north and south alignment over a stream running east and west. There is limited development in the view of the bridge and the surrounding areas are wetlands.

Describe Superstructure and Substructure:

Bridge WI2621 carries Warren Road over Campbell's Ditch. It is a simple two span timber beam bridge. The deck has a total length of 32 feet with a minimum span of 15'-3". A clear roadway width of 14'-9" is measured curb-to-curb. There is a wearing surface on the bridge. The substructure consists of one interior timber pile bent and two timber-pile abutments.

The timber deck planks are perpendicular to the beams. They are 2 7/8" x 10". The timber deck planks are severely deteriorated. The wheel guard is 5 1/2" x 5 1/2" with a supper block 3" deep. The railings are 44 3/4" high from their attachment on the exterior beams. Each side of the structure has five horizontal beams that are 8" x 6". There is a set of two vertical cross-beams on the railings. These beams are 11'2" x 7' 1/4" and run the length do not exhibit signs of fatigue however they do not meet current safety standards.

This bridge consists of one interior timber pile bent and two pile abutments supporting 10 timber deck beams. The deck beams are 12" x 6" and are approximately 21" apart from center to center. The beams are in satisfactory condition with several areas of minor splitting. The bent has a 10" x 12" cap. The piles are 12" in diameter and placed approximately 73" apart from center to center.

Discuss Major Alterations:

There have been no major alterations to this structure.

HISTORY:

WHEN was bridge built (actual date or date range) ca. 1939

This date is: Actual ☒ Estimated _____

Source of date: Plaque _____ Design plans _____ County bridge files/inspection form ☒ _____

Other (specify) _____

WHY was bridge built? Built to replace an unknown structure probably an earlier timber bridge.

WHO was the designer? Unknown

WHO was the builder? The State Roads Commission

WHY was bridge altered? N/A

Was bridge built as part of an organized bridge-building campaign?

Yes. The State Roads Commission's 1933 Road and Bridge improvement program

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:

A - Events ____ B- Person ____
C- Engineering/architectural character X

Was bridge constructed in response to significant events in Maryland or local history?

In 1933 the Maryland General Assembly passed an Act known at the time as the *County Road Act*. This Act made it optional for each of the respective Board of County Commissioners to continue to maintain their county roads from local tax levies, or to turn such roads over to the State Roads Commission for maintenance. All but Anne Arundel, Baltimore, and Harford counties accepted the state's offer. The law authorized the Commission to apply a 1 1/2-cent gasoline tax, previously available only for the construction of state roads, to finance the maintenance of county roads and municipal roads, debt service for both the counties and municipalities and the continued construction of state roads. The act allowed the state to consolidate and control the funding for road and bridge construction during the Depression. All personnel, overhead expenses, incidental charges, and engineering services furnished by the counties would now be absorbed by the State Roads Commission. The *County Road Act* allowed the State Roads Commission to use the limited funds of the state more wisely. The use of these funds combined with Bonds authorized by Chapter 463 of the 1933 General Assembly, allowed the state to create a program of major road construction, to be performed under the directions of the Federal government. The State Roads Commission received approval for its program and \$1,411,828.00 in 1933. By the end of 1934, sixty percent of the money had been spent.

Wicomico County turned over the administration of its roads in July 1933 and the state continued to maintain the county's roads well after the Second World War. It is unclear exactly when this structure was constructed, however it is similar to bridges built during this campaign to replace pre-existing timber structures.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth & development of the area?

The State Roads Commission did not at the time feel that the area's population or economic outlook dictated a different structure. The area is very much as it would have been in 1936. This is a very rural area with little settlement. The structure did not have a significant impact on the growth and development of the area.

Is the bridge located in an area which may be eligible for historic designation?

Would the bridge add to or detract from historic & visual character of the possible district?

No, this bridge is not located in an area which is eligible for historic designation.

Is the bridge a significant example of its type?

Yes, this bridge is a significant example of a timber bridge. The design of this bridge is a simple bent and pile system. No major changes have occurred since its construction.

Does bridge retain integrity [in terms of National Register] of important elements described in Context Addendum?

Bridge WI2621 retains integrity of location, design, setting materials, workmanship, feeling, and association. This bridge still possesses integrity of its original components, including the longitudinal beams, the deck and the abutments.

Is bridge a significant example of work of manufacturer, designer and/or engineer?

Yes, this structure is a significant example of the work of the State Roads Commission.

Should bridge be given further study before significance analysis is made?

No, this structure should not be given further study.

BIBLIOGRAPHY:

County inspection/bridge files X SHA inspection/bridge files

Other (list):

SURVEYOR/SURVEY INFORMATION:

Date bridge recorded 2/2/95

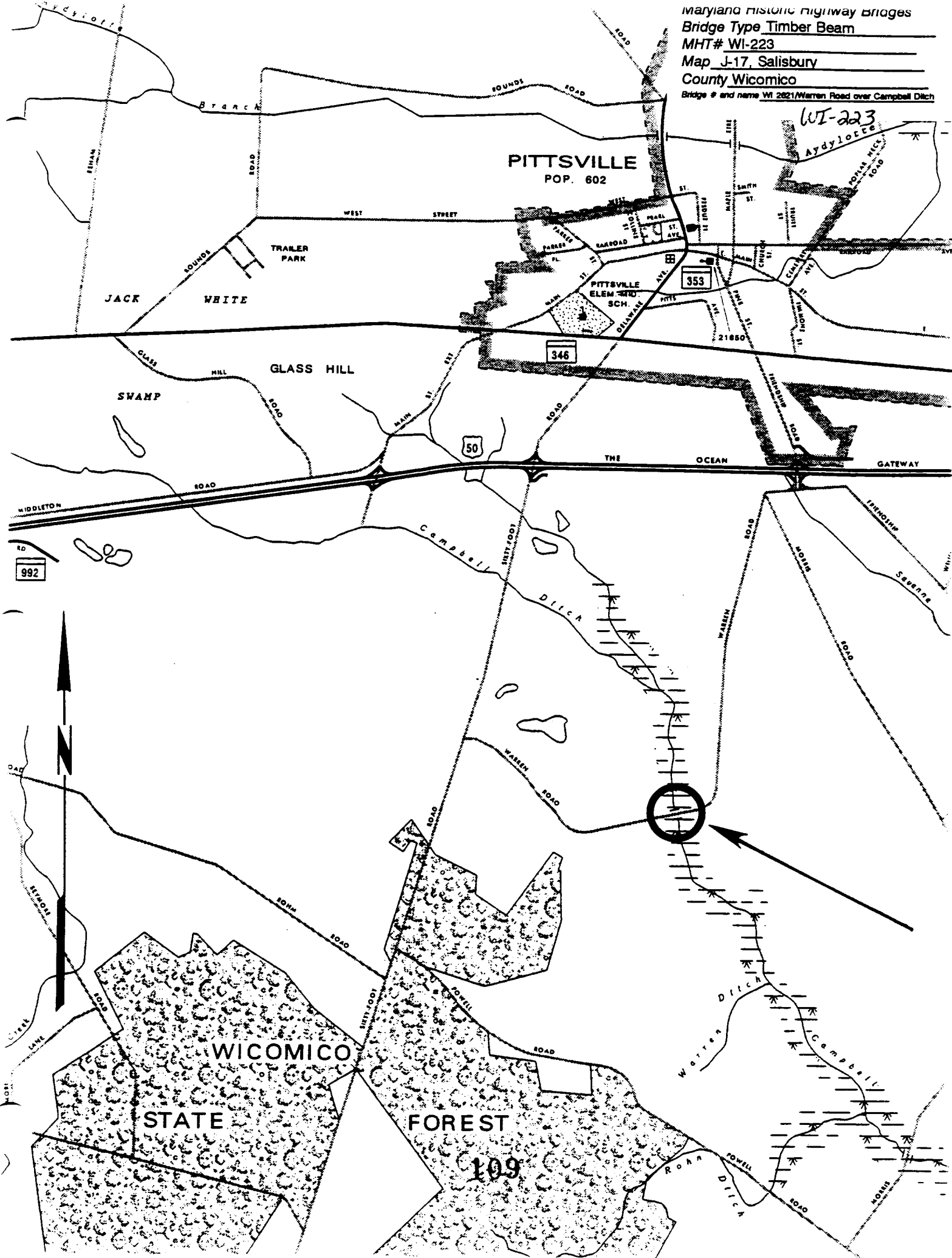
Name of surveyor Stacie Webb

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Revised by P.A.C. Spero & Company, March 1998

Maryland Historic Highway Bridges
Bridge Type Timber Beam
MHT# WI-223
Map J-17, Salisbury
County Wicomico
Bridge # and name WI 223/Warren Road over Campbell Ditch







1. W1-223
2. Waver Rd over Campbell's Ditch
3. Worcester Co., MD
4. 3/98
5. Marie German, WMA
6. MD SHPO
7. elevation looking east
8. 2 of 4





